

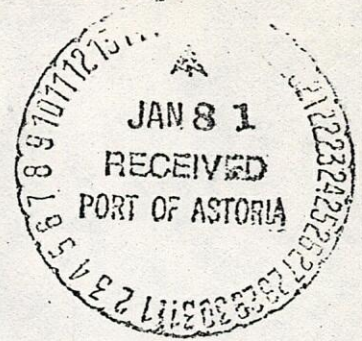


Port of Portland

Box 3529 Portland Oregon 97208
503 231-5000
TWX 910-454-6151

January 15, 1981

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Exec. Dir.		
Dputy. Dir.		
Asst. Dir.		
Eng. Mgr.		
Off. Mgr.		
Staff		



Lee Johnson
Executive Assistant
Governors Office
State Capitol
Salem, Oregon

OREGON COAL COMMITTEE

Dear Lee:

Based on our discussions, we have outlined the steps which we would recommend be taken to make the Oregon Coal Committee operational. The timing is rather critical due to the committee's expected strong role at the coal terminal planning workshop on February 2.

The recommended next steps and timing are as follows:

- o We understand that committee membership has been determined to consist of two representatives of the Port of Coos Bay, two of the Port of Astoria, and two of the Port of Portland. I assume that you will act as chairman and, along with Bob Oliver, will represent the interests of the State.

As I understand, initial staffing will be provided by Skip Grover of the Department of Economic Development.

- o The first meeting of the Coal Committee should be held in Salem as soon as possible (hopefully before January 21). A draft meeting notice from you to the Oregon Coal Committee is attached. It needs to be sent out immediately. Also, a draft agenda for this meeting is attached as are drafts of the identified action items. We have identified several specific actions for this first meeting.
 - Approval of a set of goals and objectives for the Oregon Coal Committee.
 - Approval of a set of operating procedures for the committee.

Lee Johnson
Page 2
January 15, 1981

- Approval of the agenda for the February 2 industry planning workshop.
 - Approval of the outlines of port presentations and handouts for the February 2 workshop. This will ensure uniformity of the presentations/handouts.
 - Approval to send a letter to all workshop participants which explains the role of the Oregon Coal Committee and invites potential facility developers to meet with the committee on February 3. This should be transmitted by the committee chairman as soon as possible after committee action (hopefully on the same day as the first committee meeting).
- o Not later than January 26, a second meeting of the committee should be held to act as a "dry run" session for the February 2 meeting. This will ensure uniformity of the various presentations.

The above suggested action plan should get the committee off to a good start. However, I feel that we should determine how staffing and funding for the committee will be provided over the long term. I would also suggest that each port or agency have staff present at each meeting of the Coal Committee.

Please advise me as to your progress in setting up the committee. I am willing to provide additional help as needed.

Sincerely,



Lloyd Anderson
Executive Director

cc: James Thayer
Steve Felkins
| Roger Shannon

02A001

Draft meeting notice/letter to members of Oregon Coal Committee

January 15, 1981

Dear :

Thank you for agreeing to serve on the Oregon Coal Committee. Governor Atiyeh has asked me to act as chairman of the committee and has asked that we begin our work immediately.

Therefore, I have called a meeting for January 21 at _____ in Room _____. Attached is a proposed agenda and supporting materials related to specific actions required at our first meeting.

Please call _____ at _____ to confirm your attendance at this important meeting. Please feel free to bring a member or members of your staff as required. I look forward to meeting with you on the 21st.

Sincerely,

Lee Johnson
Executive Assistant
to the Governor

02A004

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OREGON COAL COMMITTEE
PROPOSED GOALS AND OBJECTIVES

Goals

- o Secure a significant source of income and jobs for Oregon by the development of coal facilities in the state.
- o Ensure that Oregon maintains a competitive position to capture its highest potential share of the coal export market.

Objectives

- o Coordinate the preparation of complete, detailed information on all proposed coal export facility sites in Oregon so that potential investors in such facilities have the best available information.
- o Establish a uniform process for soliciting and evaluating investor interests in coal export facility development at all proposed Oregon sites.
- o Seek to integrate the short- and long-term market requirements for coal exports with the economic development objectives for Oregon ports and the state.
- o Coordinate with state agencies involved in the review of proposed coal export facilities to ensure timely, thorough review and responses by those agencies.
- o Serve as a forum for information sharing among the Governor's office and Oregon ports as to opportunities for coal export facility development in Oregon.

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OREGON COAL COMMITTEE PROPOSED OPERATING PROCEDURES

General Guidelines

1. Ports/agency to agree to refrain from negotiation outside of Oregon Coal Committee process and time schedule.
2. Ports/agency free to proceed with their own site evaluations/preparations during the course of Coal Committee's work.
3. All negotiations to be conducted on a staff level within both the ports and the State.

JANUARY	Oregon Coal Committee created
FEBRUARY	Coal Workshop held February 2 and 3 - Informational summary of workshop prepared by committee by March 1 Request for Qualifications (RFQ) prepared by committee*
MARCH	Committee continues preparation of RFQ
APRIL	RFQ issued by committee by April 1
MAY	Potential Developers prepare responses to RFQ
JUNE	Responses received by committee by June 1 Committee screens and passes proposals to appropriate ports/agency by July 1**
JULY	Individual ports/agency review responses and individually initiate preliminary staff negotiations.
AUGUST	Each port/agency prepares a report of preliminary project feasibility and the intentions of each port/agency concerning each RFQ response received.
SEPTEMBER	Coal Committee receives reports from each port/agency by September 1 and makes recommendations back to ports/agencies by October 1.
OCTOBER	Ports/agency staff negotiate with developers.
NOVEMBER	Coal Committee monitors negotiation process.
DECEMBER	Potential Port commissions/Land Board actions during December. Coal Committee dissolves on December 31.

* Request for Qualifications (RFQ) to ask potential developers to submit information relating to:

1. Experience
2. Financial strength
3. Joint ventures/consortiums
4. General plans
 - Site preference(s)
 - Time frame
 - Size of facility
 - Other bulk handling capabilities

** Responses which express interest in two or more sites will be referred to each port/agency identified. Joint negotiations will be required in these cases. This should avoid "whipsawing" or playing one port/agency against another by a single developer. Port/agency may initiate Request for Proposal (RFP) process in cases where several developers express interest in a single site.

OREGON COAL TERMINAL PLANNING WORKSHOP
February 2, 1981

OBJECTIVES

1. Inform industry of the opportunities for coal terminal development at Oregon Ports
2. Inform Oregon Ports of the requirements and concerns of potential terminal developers.
3. Initiate a State-directed process to provide coordinated and timely port selection and terminal development decisions.

AGENDA

8:30 Introduction - Governor Atiyeh

8:45 - 9:30 Trade and Market Opportunities
Panel: Glen Odell, Moderator
Coal producer(s)
Japanese Trading Company rep.

Presentation and discussion of coal export projections, with emphasis on timing of market developments and identifying constraints/incentives influencing buying decisions.

9:30 - 10:15 Facility Requirements
Panel: Mar Seton, Moderator
Terminal operator(s)
Designer/operator(s)

Presentation and discussion of coal terminal design elements common to any site, including land area and configuration, rail, equipment and environmental controls.

10:15 - 10:30 Break

10:30 - 11:15 Transportation Considerations
Panel: Moderator to be named
Representatives of BN, UP, SP
Steamship operator or marine expert

Presentation and discussion of basic information on rail access to each site including routes and mileage from major mine areas, crossings and potential conflicts, capital expenditures, and factors affecting cost. Relate potential coal train activity to existing traffic levels, discuss and compare current tariffs, and identify factors influencing future negotiated rates for coal, including the effects of deregulation.

Describe the draft requirements for present and future vessels serving the Pacific Rim coal trade, relative to existing bar and channel conditions in Columbia River and Coos Bay. Discussion of ship size in relation to overall cost of coal. Discussion of need and prospects for development of deeper draft access to Oregon sites.

11:15 - 12:00

Financial Aspects

Panel: Moderator to be named
Port representative

Presentation and discussion of revenue bonding Opportunities, taxation and other considerations in financing a privately owned and operated facility.

12:00 - 1:30

Lunch - Hosted jointly by participating Ports
Speaker - to be named

1:30 - 2:30

Overview presentations of each Oregon site

Presentation, with slides, according to a common outline suggested for all representatives. Following the presentations written descriptions will be distributed to participants.

2:30 - 5:00

Open Discussion

Panel: Moderator to be named
Representatives of each site
Members of all previous panels

Loosely structured discussion of a pre-established list of questions for each site, one site or area at a time. Provide full opportunity for moving discussion from one site to another. The objective of this session will be to identify all key issues that must be addressed in subsequent planning efforts and negotiations leading to development of a coal export terminal at one or more sites in Oregon.

5:00 - 5:30

Presentation of program of Oregon Coal Committee -
Lee Johnson

FEBRUARY 2 COAL WORKSHOP
PROPOSED PORT/SITE PRESENTATIONS

OBJECTIVE: Present in a 15-minute slide-illustrated presentation, a synopsis of each agency's coal terminal development site. The presentation is introductory to a more detailed written summary, and a 2 1/2-hour discussion of the four proposed Oregon sites.

SUGGESTED OUTLINE:

<u>Content</u>	<u>Accompanying Visual</u>
I. General Port area	Location on state map
A. Rail access	Rail route map
B. Ship access	Vicinity map
1. Waterway description - bar crossing channel depth, river mile	
2. Harbor description	
II. Site description	
A. Location	Vicinity map
B. Area - existing and potential	
C. Existing uses and zoning	Aerial photo
D. Current ownership	
E. Estimated land value and basis of estimate	Emphasis slides as appropriate
F. Existing or potential amenities:	
1. Rail access	Emphasis slides as appropriate
2. Road access	
3. Utilities	

III. Major development considerations

A. Rail

1. Main line capital improvements needed Emphasis slides as appropriate
2. Local access improvements
3. Crossing conflicts and community attitudes

B. Future marine access improvements

Emphasis slides as appropriate

C. Dredge/fill/dock construction permits

1. Permits required Emphasis slides as appropriate
2. Environmental concerns

D. Air quality considerations

1. Restrictions on surrounding airshed Emphasis slides as appropriate
2. Permits required

E. Other site-specific concerns

F. Estimated time when the site can be delivered to developer, with permits in hand and ready for construction

IV. Proposed development process

A. Role of port or agency

B. Role of private sector

C. Anticipated time schedule for development

V. Advantages of this site

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PROPOSED OUTLINE
COAL TERMINAL SITE INFORMATION SUMMARY

OBJECTIVE: Provide a comparable summary of information on each potential Oregon site. These summaries will be given to workshop participants following the introductory presentations, at the beginning of the general discussion period.

SUGGESTED CONTENT:

I. Site description

A. Location.

1. Vicinity map showing site in relation to ocean and major waterway.
2. Site map showing location in harbor.
3. Area and configuration of site, existing and potential (if filling is required).
4. Harbor line frontage and distance to harbor line if site is inland.
5. Land value and basis of estimate.
6. Access from ocean; river mile and depth.

B. Existing conditions.

1. Ownership.
2. Zoning.
3. Usage of site and surrounding property within one mile of site.
4. Highway and rail access.
5. Other.

C. Major construction involved in developing a coal terminal on the site.

1. Filling - location and amount.
2. Dredging for waterways - location and amount.
3. Dock structure - appropriate types and location.
4. Local rail access.

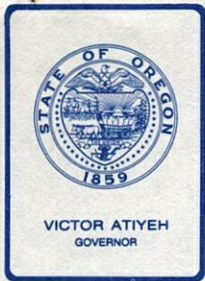
II. Environmental concerns

A. Permits required (list and describe), together with description of expected critical issues and time requirements.

1. Local zoning changes.
2. Corps of Engineers - dredge, fill and dock.
3. Air quality.
4. Water quality.
5. Local government conditional use permits.
6. Other.

B. Expected role of port or agency in environmental permit process.

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Department of Economic Development

155 COTTAGE STREET N.E., SALEM, OREGON 97310 PHONE (503) 373-1200

February 19, 1981

*Coal Terminal
Plan. Workshop*

Mr. Floyd Shelton
Executive Director
Port of Astoria
P. O. Box 569
Astoria, Oregon 97103

Dear Floyd:

Enclosed is a copy of the minutes from the Governor's Coal Steering Committee, Group II, meetings held on February 2 and 3, 1981. Several newspaper articles are also enclosed for your perusal.

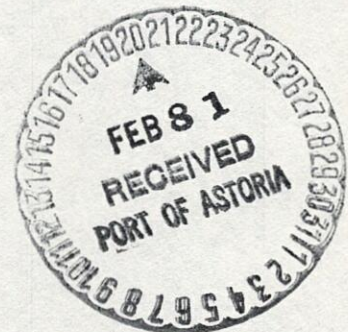
Enjoyed working with you at the Conference, and hope to have the opportunity to work with you again in the near future. If you should have any questions, feel free to call.

Very truly yours,

Joyce

Joyce Hollingsworth
Management Assistant

JH:kdb
Enclosures



GOVERNOR'S COAL STEERING COMMITTEE

Group I

Lee Johnson, Chairman
Steve Felkins
Stan Hamilton
Bill Love
Fred Shaylor

Group II

Bob Oliver, Chairman
Ken Lewis
Floyd Shelton
Bob Younker
Jim Beddingfield

MINUTES

GOVERNOR'S COAL TERMINAL PLANNING WORKSHOP
FEBRUARY 2, 1981 - FEBRUARY 3, 1981

GOVERNOR'S COAL STEERING COMMITTEE
GROUP II

Bob Oliver - Chairman
Ken Lewis
Floyd Shelton
Bob Younker

The State of Oregon held a Governor's Coal Terminal Planning Workshop at the Jantzen Beach Thunderbird in Portland, Oregon on February 2, 1981. This workshop was held to lay the groundwork for a coal terminal development in Oregon. Three sites in Oregon were spotlighted - the Port of Astoria, the Port of Coos Bay, and the Port of Portland. Interested developers, mine operators, bankers, exporters, and Pacific Rim representatives were in attendance from around the world. After the formal workshop, interested parties scheduled private meetings with the Governor's Coal Steering Committee. The Committee was divided into two groups to accomodate the interested parties. Group I consisted of Lee Johnson, Chairman - Steve Felkins, Stan Hamilton, Bill Love, and Fred Shaylor. Group II was comprised of Bob Oliver, Chairman - Ken Lewis, representing the Port of Portland, Floyd Shelton from the Port of Astoria, and Bob Younker from the Port of Coos Bay. Group II began their meetings the evening of February 2, 1981 at 8:00 p.m. Mr. Raymond E. Gotshall, Manager of Transportation for Old Ben Coal Company, 125 South Wacker Drive, Chicago requested the first meeting with Group II. Mr. Hugh Evans is President of this Company, which has been in business for 100 years. The Company is very familiar with the Midwestern and Eastern markets and exports coal to Europe and Japan. This Company is owned by Standard Oil of Ohio. They presently export mainly to the East and are looking for expansion in the midwest. They have some properties located on Union Pacific and Burlington Northern lines. They felt Astoria would be the spot by 1990. They were interested in the Japan - Korea and Tiawan markets. The Company participated in a world coal study, and felt the Columbia River bar dredging problems were quite simple - reality of 55 feet in eight years or less - possibly 60 feet. Feed grains would also benefit from this development. The coal they ship on Union Pacific is a higher quality coal than that shipped by Burlington Northern - mixing the two would have many advantages. The State of Oregon could best serve this Company by going to a 50 ft. to 55 ft. berth level. They are being challenged by Standard Oil of Ohio to ship 30 Million tons by 1990 - they presently ship 15 Million tons. Old Ben Coal Co. would be very interested in Astoria when they are at 55 ft.

At 8:30 p.m. ORBA Corporation from Fairfield, New Jersey - represented by Thomas James, Regional Manager - Business Development in Houston, Texas, and Mr. Victor Kirkla, Sr. Project Manager from Parsons Brinkerhoff in Portland met with Group II of the Steering Committee. These firms have conducted joint ventures in the past. ORBA - bulk handling facilities and is a subsidiary of Dominion Bridge Corp. - Parsons Brinkerhoff is an engineering firm and they have done heavy structural dock facilities. ORBA is interested in West Coast facilities and have conducted coal terminal feasibility studies (these studies did not include Oregon). They were interested in visiting each Port individually. They are a possibility as a joint contractor.

Canasia Coal represented by Marvin Judd, Michael Judd, Mr. McArthur, Mr. Frank Black, and Mr. Kent appeared before Group II at 9:00 p.m. They are looking at leasing a site in the Port of Coos Bay. Coal preparation plant to be located on the spit. They have a high ash coal, but hope they can meet standards to remove this. They would have a low profile operation (least disturbance to area that they could manage). This would be a coal preparation plant next to a deep water port. Felt they would be creating a new industry for the State of Oregon - they would like our help with the "Red Tape" and assistance to get them on the right track. As far as financing and construction aspects - they are moving right along. They would like assistance from Oregon in guiding their hands on the regulatory process. The ash, their waste product, could be used in the manufacture of cement. Totally dependent on Southern Pacific in Coos Bay. The land is now zoned industrial - estuary planning was just completed. Their back-up land is in a "conservation zone" right now - State could review need for additional industrial land within their "Comprehensive Plan".

February 3, 1981

Marubeni of Tokyo, Japan - represented by Y. Okajima, R. Morinaga, and Akio Yukizawa met with Group II at 8:00 a.m. on February 3, 1981. They emphasized the need for help from the Steering Committee on coordination. They would buy coal FOB vessel. Environmental programs need to be looked into for this group. Coal in Coos Bay could be stock piled - and then mixed and loaded on vessels. Cost and convenience could be a factor in their picking another area. Could go with a 40 ft. depth for the next few years and then would possibly need more depth because of using larger vessels.

At 8:45 a.m. K. Don Bishop of Peter Kiewit Sons, Inc. met with the Steering Committee. This Company is very big in the coal business and is also a large construction company. Decker Coal Co. - (this is a joint venture with Nerco - 20 Million tons annual capacity) Bighorn facility - 4 Million ton capacity, Black Butte - joint venture between them and Union Pacific, South Haystack - joint venture with Union Pacific - 3 Million tons, Rosebud 2½ to 3 Million ton - limited reserves for future

Looking at Ports is a natural extension of what they do. This Company was advised to meet with the Port of Portland and the Port of Astoria. They see themselves as looking for construction opportunities. Quality of coal - 9500 BTU - basically a higher moisture coal - there is potential for drying it at the mine. Mr. Bishop expressed his appreciation of the workshop.

Mr. A. S. Leach, Federal Industries - met with Group II at 9:30. They own one coal terminal in Thunder Bay, Ontario and just recently sold their Neptune facility. Their role would be as a terminal developer - operator - or advisor. They are a middle man by roll. Feel others could profit by the knowledge they gained in the problems which arose with their Neptune facility. Built the Neptune facility feeling coal would flow to Pacific Rim countries forever. The volume never reached projection due to sales contract problems, etc. Their concept is that a terminal needs a sponsor - mine - user - railway - developer - Govt. agency - or some combination of the above. They would be interested in managing a facility - as long as they don't shoulder the risk. He was advised to contact the Port of Astoria and Port of Portland for any assistance they can give him in contacting the proper people. Again, they would act as an advisor or work in a consulting capacity.

An unscheduled meeting was held at approximately 10:30 with Mike Johnson of Westmoreland Coal - Montana. All their coal is shipped East and they are very interested in shipping to the West. They don't have a lot of capital right now.

Dant and Russell - represented by Seth Potter, President, met with the Committee at 11:30. They have been in existence since 1904. The Port of Astoria is where his interests are. Feels it is a must to develop the Lower Columbia River. They own property at the Skipanon site. In working with CREST - working on future zoning of Skipanon River. Feels this is an excellent deep water port site - right now could handle vessels to 40 ft. Ogden Beeman study showed two Port sites at that time - Tansy Point 55 ft. of water and 44 ft. off Skipanon site. Possibility of a pier to deep water load. Beeman study was conducted prior to May 18th. Felt we must realize we are fighting the economics of transportation. The Japanese are looking at large ships. Channel was plugged because of Mt. St. Helens - very important that we keep it open. He feels the Port of Portland needs an insurance policy also, and we must keep the Lower Columbia River open. Felt the Lower Columbia River should be developed to 55 ft. and that this could be accomplished in 5 years - but we need to get thru the red tape.

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Gov.'s Coal Steering Committee
Group II

February 2, 1981

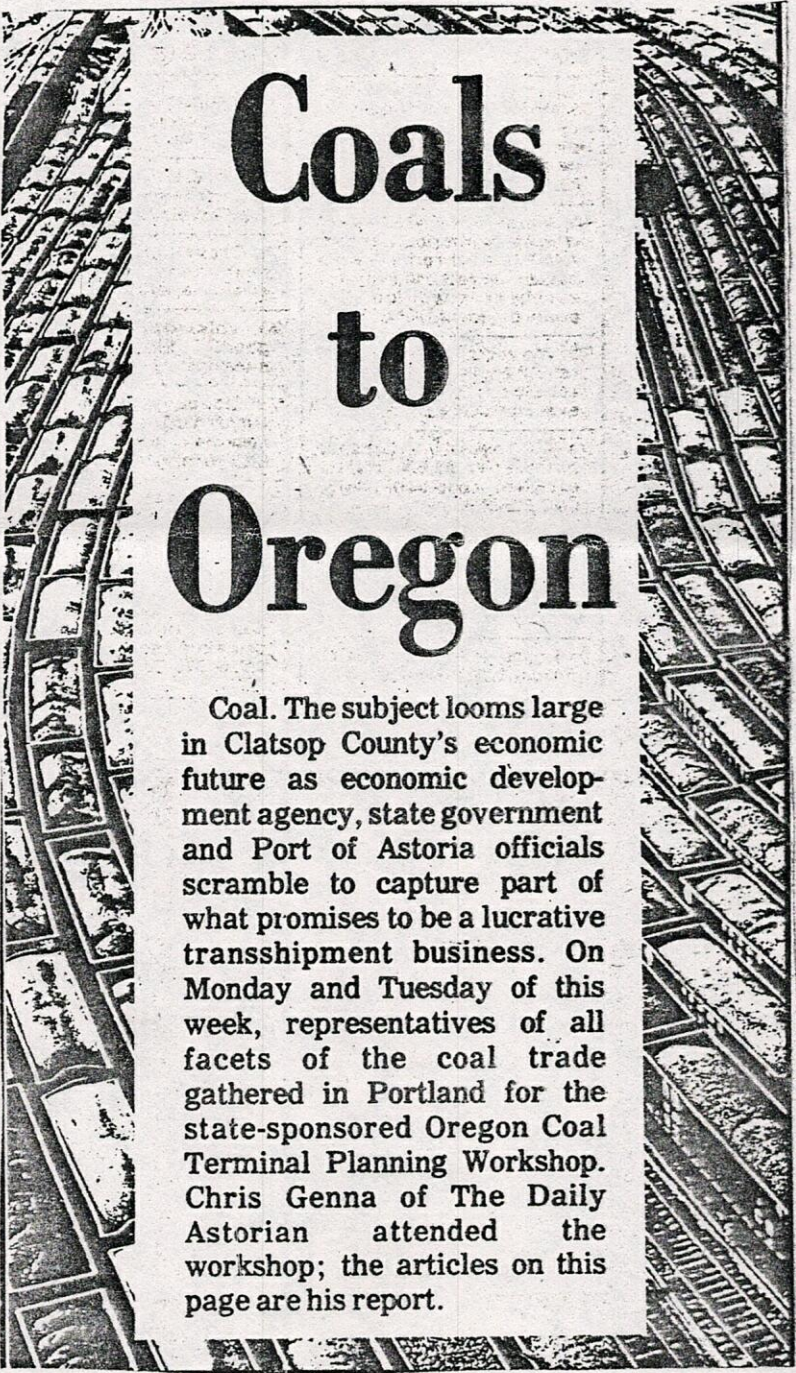
February 3, 1981

Feels we are at 43 to 44 ft. across the bar right now. Bulk coal will not come to Columbia River unless bar is dredged out. Mr. Potter felt Port of Astoria not big enough to pull this off by themselves and that everyone needs to help. He stated LCDC plan shows potential port sites as: Tansy Point - Tongue Point - and Skipanon. Felt coal is not the only market - looking at grain, etc. to make it possible for railroads to come in. Port of Portland listed as key economic factor for State, but he felt Lower Columbia River development was a must. In conclusion Mr. Potter pointed out the fact that the Columbia River could be plugged again by Mt. St. Helens and that a 55 ft. harbor must be developed on the Lower Columbia River. He obviously felt very strongly about the Lower Columbia River Development - and that things can be accomplished if we want them to be. In closing Mr. Potter stated - "We must put the rim on the wheel".

Albert Bernert, Inc., a tugboat company interested in barge business, sent Jim Forsman to the workshop. Their feeling is that the railroads would not be able to completely handle all the coal business. 10,000 tons of cargo now requires four barge capacity. They are looking at building one large self propelled barge to hold 10,000 to 12,000 tons - this barge could move thru the locks in one hour rather than the four hours it would take the present required four barges. This would increase the capacity of Bonneville Locks greatly. The barge they are proposing would have large outboard motors - front and back. Bow thruster would also have capability of swinging around to pull barge downstream. Docking time would be minimal. This Company has already talked to Burlington Northern and Union Pacific. Burlington Northern seems most interested.

The remainder of the meetings for February 3, 1981 were cancelled.

Full page article
The Daily Astorian
February 6, 1981



Coals to Oregon

Coal. The subject looms large in Clatsop County's economic future as economic development agency, state government and Port of Astoria officials scramble to capture part of what promises to be a lucrative transshipment business. On Monday and Tuesday of this week, representatives of all facets of the coal trade gathered in Portland for the state-sponsored Oregon Coal Terminal Planning Workshop. Chris Genna of The Daily Astorian attended the workshop; the articles on this page are his report.

How to get it from here to there?

A lot of wheels are going to have to grind cautiously into motion before Oregon sees the kind of coal transportation Gov. Vic Atiyeh would like.

The coal is there. Estimates of reserves of steam coal in the U.S. Western states aren't measured in tons or years or decades, but in centuries of worldwide demand.

The market seems to be there. Conservative estimates are that Pacific Rim nations like Japan, Korea and Taiwan will be importing 300 million metric tons of coal a year by 2000, and one-third of it will come from the United States.

But everything between the coal mine and the coal-fired plant is in disarray. Before the United States can provide that 100 million tons of coal a year, railroad lines must be upgraded, ships built, channels deepened, and port facilities modernized.

The complexities of moving coal are illustrated in a National Geographic Society special report on energy published last week. That publication includes a photo of an entire fleet of coal ships — 50, the text said — waiting at Hampton Roads, Va., to take on coal.

It portrayed hundreds of railroad carloads of coal waiting to go on those ships. Yet the ships, the report said, will wait for weeks to load up and head to sea.

The bottlenecks are due to what Atiyeh called the "horse and cart" problem.

"A potential coal importer waits to convert power plants to coal until he can be certain there will be coal available," Atiyeh said.

"A potential coal exporter waits to build a export facility until he's sure there will be a market.

"A port asks a railroad to improve its roadbed so the port can... build a new coal facility. The railroad wants to see the new port facility first. Around and around it goes..."

Atiyeh acknowledged there are tremendous risks for businessmen, and added, "It's a fearful thing to move alone in such interdependent ventures as we are considering... The rewards, however, can be almost beyond imagining."

These rewards are extravagant indeed. Japan alone, Shigen Onoda of the Industrial Bank of Japan said, will boost its import of coal from 17 million tons a year in 1980 to 75 million tons in 1990. Onoda said Japan presently has 17 coal-fired power

plants, but more than twice that number, 38, will be on line in 1990.

The bank executive said Japan buys 50 percent of its coal from Australia, as well as some from South Africa, but Australia's share of the increasing demand will drop below 50 percent in 1990.

Japanese utilities and industries, always looking for ways to diversify their sources of supply, will rely increasingly on the United States. Onoda said flatly, in response to a question from the audience, the Japanese would buy U.S. coal even if it cost more than Australian coal.

U.S. steam coal like that from the southern Montana- northern Wyoming Powder River Basin, has a lower thermal content than the Australian coal, but Onoda said that matters little as Australia reaches its production limit.

About all the lower heat content means, then, is that the Japanese will need more of the U.S. coal.

Rance Exline, a vice president of the Pacific Power & Light Co. coal subsidiary NERCO, Inc., said his company predicts even more Far East demand than the World Coal Study foresaw.

That study, the source of the 300-million-ton-per-year estimate, of which one-third would be supplied by the United States was prepared by Massachusetts Institute of Technology.

Exline called it "conservative." He said Australia has problems with adequate infrastructure and labor disputes.

South Africa has doubtful coal reserves and a government ceiling on exports. The People's Republic of China has vast coal reserves, but antiquated port facilities and an uncertain political climate which puts off potential foreign investments which could upgrade them.

By 1995, Exline said, the United States could be supplying 80 million tons a year to Japan, 25 million tons a year each to Taiwan and Korea, and 15 million tons to Hong Kong, for an annual total of 145 million tons.

So much for demand. What about supply?

"The United States is the Saudi Arabia of coal, but its coal isn't priced competitively because of port and transportation problems," Exline said. Exline said the United States could be supplying 25

percent of the Far East demand by 1990, "but that trade must be captured from competitors."

Ian Ross, chairman of Swan Wooster Engineering of Vancouver, B.C., reminded the conference attendees that the United States mined 800 million tons of coal last year, much of it for domestic consumption.

The National Geographic report said the United States has about a quarter of the world's 200-year supply of known coal reserves, and probably about the same amount of its undiscovered reserves. Geologists say those deposits may contain 15 times what's been found so far.

So much for supply. It's what's between supply and demand that's causing the problem.

Exline was emphatic that rail rates are hurting U.S. coal companies' efforts at competitive pricing. He cited "high unit transportation costs" resulting from the 1,200- to 1,300-mile haul.

To illustrate the effect of transportation costs, Port of Astoria Commissioner Fred Shaylor said he was told at the conference that U.S. coal which costs \$5-\$6 a ton at the mouth of the mine costs \$27 a ton when delivered to the ship.

Even worse than the problem of rail transport is the plight of U.S. ports, whose facilities sound little better than those in the People's Republic of China.

F. Glen Odell, of Seton, Johnson & Odell, Inc., another shipping consulting firm, said demand is so great "we'll have to start building now and keep putting coal terminals on line" to keep pace with the demand for U.S. coal, which he said will rise 10 million tons every two years between 1990 and 2000.

"But there are problems to be solved before the first ton can be moved," Odell said.

Exline said shippers would realize "significant savings" by moving coal in 100,000-dead-weight-ton ships. "But right now our ports aren't adequate for existing coal ships," he said.

Problems associated with gearing up to move mountains of coal can be minimized, Exline said, by starting small. The first phase is to export higher-grade steam coal from Utah and Wyoming. The second phase involves moving lower-grade Powder River coal through the Northwest, he said.

Price tag: \$65 million

Gov. Vic Atiyeh, speaking at a two-day coal terminal planning workshop he organized, said "if predictions are correct, by the end of this century it will take every port site available on this coast to meet the 100-some-million-ton demand which will have to be shipped annually."

If one accepts that these coal sites are going to dot the landscape, one might next ask what they'll look like, how much they'll cost. Swan Wooster Engineering's answer is \$65 million per copy.

"Copy" is an apt term because all are similar; one at Roberts Bank, B.C., looks much like one at Richards Bay, South Africa, or one planned for Kalama, Wash.

All require deep water nearby, good rail service, and 40 to 100 acres of land for loop track and coal storage of roughly 10 percent of the annual "throughput," which in the standard model coal yard is three or four million tons a year.

All will be served by 80- to 100-car unit coal trains which are unloaded by a machine which rolls each car over a deep pit to dump out the coal. The car, connected to the others with swivel couplers, is never disconnected from the train. An "indexer" pushes the train forward a car-length at a time to position each new car in the roller.

In cold climes, a thawing shed loosens the frozen coal before it comes to the unloader. Conveyors, sealed in pipe if air quality is

essential, carry the coal to the piles, which are sprayed with water for the same environmental-protection reason. But in the Northwest, rain works as well. The coal is dumped on the pile with a stacker, and from there a reclaimer, often the same machine with a dual role, loads it on conveyors to a ship.

Quadrant loaders dump the coal into a ship's hold, distributing it evenly throughout the ship without the necessity of lugging the vessel back and forward at its berth.

Surface water, from the water sprays, (or the rain) is collected and reused many times before being treated to preserve water quality and released.

Now, here's the shopping list, according to Swan Wooster, the firm that's built more of the yards than everyone else put together.

- Site preparation, \$2 million.
- Unit train unloading machinery, \$7 million.
- Conveyor systems, \$8 million.
- Stacker-reclaimer machines, \$18 million.
- Ship loaders, \$12 million.
- Marine structure (the berthing area and supports for loaders), \$10 million.
- Sampling plant and ancillary buildings, \$3 million.
- Electrical equipment, \$5 million.

If you plan to move three million tons a year, figure on two stacker-reclaimers, Swan Wooster President Tom Hjort said.

Dredging, draft of ships part of coal shipping

Dredging and the draft of vessels is a key part of any discussion of coal shipments from Oregon ports.

Most transportation experts say huge ships — up to 100,000 dead weight tons — will be needed to move the vast amount of coal which will be in demand by the end of the century.

Those "supercolliers" would draw up to 50 feet of water, and few harbors at either end of the imagined trans-Pacific coal trade have that much water.

The Columbia River channel to Portland, for example, is only 40 feet deep.

Ogden Beeman, of Ogden Beeman & Associates of Portland, an expert on shipping matters who frequently does studies under contract to the Port of Portland and other ports, doesn't see any problem with that, because he thinks the coal superships will be special designs.

Beeman told participants in a two-day Oregon coal planning workshop that in the near future ships can be built which will be dedicated to the trans-Pacific coal trade, and they could be designed specifically for it.

That means they won't be called on to negotiate the Panama Canal, Beeman said, and the architects who design them can ignore the "Panamax" limits — 40-foot maximum draft and 106-foot maximum beam.

Beeman said wider ships could be built, for example, which could carry the heavy loads without exceeding a 40-foot draft. He cited a new ship on the Lloyds' registry which is 80,000 dead weight tons, yet draws only 39 feet. It accomplishes that, Beeman said, by being 135-140 feet wide — about 30 feet too wide to pass through "The Big Ditch."

Beeman added, however, that those new ships are far down the road. He said most ships in service or planned for construction in the immediate future will draw less than 40 feet of water.

Others at the conference disagreed, and none more emphatically than Ian Ross, chairman of Swan Wooster Engineering Co., Vancouver, B.C. Ross said flatly the 40-foot-depth limit in the Columbia River already "excludes 40 percent of the world bulk fleet in service or building."

And in December, the Port of Portland

Commission itself urged the U.S. Army Corps of Engineers, in a formal resolution, to consider deepening the Columbia River channel to Portland.

But perhaps the biggest argument against Beeman's contentions is history itself. Twenty years ago, when 10,000-dead-weight-ton oil tankers drawing 30 feet were considered large, few foresaw the 500,000-ton monsters that now ply the Persian Gulf, drawing more than 50 feet.

Beeman himself seemed to hint that ever-growing ship designs are possible in the coal trade. "When a shipbuilder decides to exceed the Panamax limits," Beeman said, almost in self-contradiction, "there's no particular reason for him to exceed the limits by just a little. If his ship has to be too big for the canal, he can make it lots bigger."

So it seems possible 50-foot-draft coal ships will one day cruise by without stopping in the Columbia River, with its 48-foot-deep entrance channel and 40-foot river channel.

Col. Terence Connell, Portland District engineer for the corps, said his agency is studying the feasibility of deepening the Columbia River entrance channel to depths of as much as 60 feet.

While Connell acknowledged the possibility of getting the work on a "fast track," he told the conference the present schedule is to have all the planning and public involvement complete by March 1983, and the work, if it's approved, begun by 1986.

Oregon Sen. Mark Hatfield, chairman of the Senate Appropriations Committee, is pushing for funding for that project. According to Connell, it would be completed in 1989.

But that schedule applies only to deepening the entrance channel, as far upstream as River Mile 2. To deepen the river channel as far as Tongue Point might take four years more. But one of Connell's subordinates said to "piggy back" extension of the channel to Astoria on the existing study would add only a year to the schedule.

Beeman had said "there probably isn't sufficient dredging capacity in the corps — at least on the West Coast — to accomplish the river mouth project."

Connell took issue with that, telling the conference the laid-up corps dredge Essayons

could be returned to service, and three new dredges are under construction. He said private contractors could carry some of the load.

After the conference, Connell told The Daily Astorian that when the channel first was deepened to 40 feet, it made the bar too shallow.

"An increase of depth in the river requires a proportionally greater increase of depth at the entrance" because of wave action, Connell said. He indicated the 48-foot-deep bar, not the 40-foot-deep river, limits the size of ships which can visit Portland.

"It's absolutely essential we deepen the bar," Connell said. "If a ship has to go out partially laden, say a foot less draft, that can be more than 1,000 tons less cargo. And 1,000 tons can be the difference between operating in the red or operating in the black for a shipping line."

Connell focused on the deepening of the entrance to make it compatible with the present river channel. He sidestepped questions about deepening the river channel to make way for the "super colliers," saying he had no idea how long it would take, what it would cost, or where the dredge spoils would be placed.

But if the river channel were to be deepened, as requested by the Port of Portland, it would be a monumental undertaking.

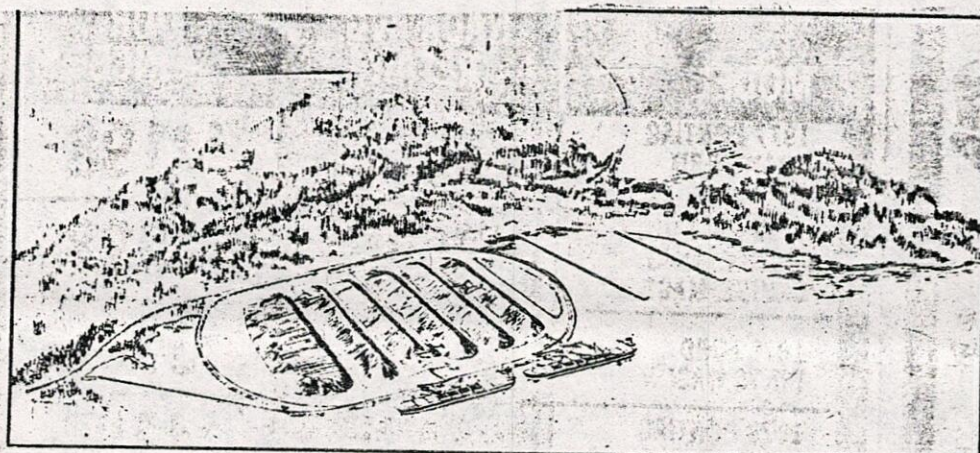
But, on the other hand, if the deeper river channel were maintained only as far upstream as Tongue Point, it would slash the federal government's potential costs. With 90-foot depths occurring naturally off Tongue Point, and 70-foot depths off Tansy Point, very little of that 18-mile stretch would actually have to be dredged.

The cost would be tremendous. Swan Wooster's estimate, included in the report of the governor's Lower Columbia River Development Task Force, put the cost at \$15-20 million to deepen the bar to 60 feet and the river as far as Tongue Point to 50 feet.

(The task force report said it would cost \$12 million more to dredge an access channel and turning basin at the Tongue Point site.)

But that's only a fraction of what it would cost to provide a deeper channel the 90 or so miles to Portland.

Three areas considered for export sites



Tongue Point site

If Oregon is to realize Gov. Vic Atiyeh's dream and become a major exporter of U.S. steam coal, the development will occur at any or all of three locations — Portland, Astoria, Coos Bay.

Each location has its long suits and shortcomings, and potential developers got an overview of them all at Oregon coal terminal planning workshop in Portland this week.

One by one, Jim Church of the Port of Portland, Roger Shannon of the Port of Astoria, Tom Hjort of Swan Wooster Engineering (speaking for Oregon state government) and Steve Felkins of the Port of Coos Bay trotted out their sites at Rivergate, Warrenton, Tongue Point, and North Spit respectively.

Church seemed to have the site most immediately available to the bottom-line-focused businessmen who attend the workshop.

Felkins' presentation on Coos Bay's North Spit site was different from the others because his port already has a developer and a coal supplier.

The two Astoria-area representatives couldn't conceal the fact that the "East Skipanon" and Tongue Point sites have the farthest to go. But, in spite of that, few missed the tremendous potential of both sites.

The east Skipanon site at Columbia River Mile 11, is

almost entirely behind an existing dike, so site preparation would walk on few environmental toes, Shannon said.

The Tongue Point site, if the state goes ahead with purchase of surplus federal property to the south, is one of the largest single parcels of industrial lands remaining to Oregon ports — more than 400 acres. That site is at River Mile 18.

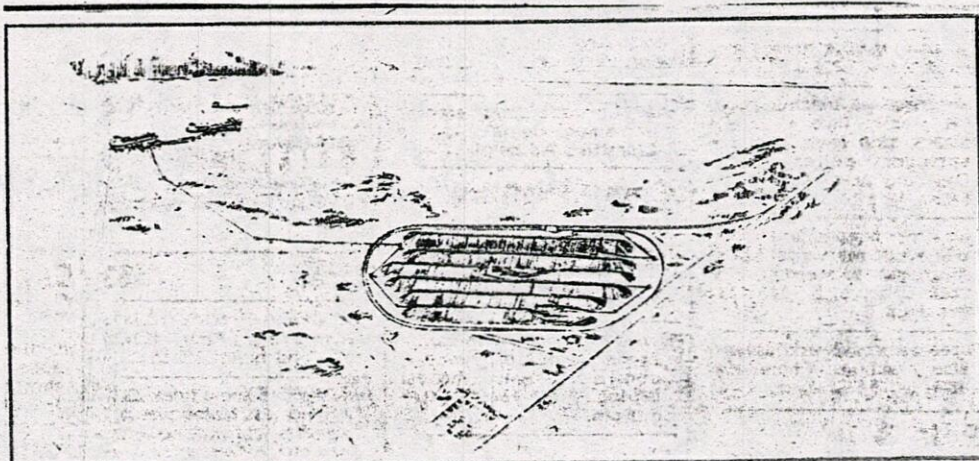
In both cases, the river mile location is important, since future coal ships may require 50 feet of water and no Oregon port has that much. Each additional river mile represents increased cost if the channel is to be deepened.

Los Angeles has a 51-foot channel, according to information furnished to The Daily Astorian by the Union Pacific Railroad. Tacoma, Wash., has a 60-foot channel, and Seattle a 50-foot channel.

But Long Beach, Oakland, Stockton, and Sacramento, Calif., like Kalama, Wash., and all three Oregon ports, would require further dredging to handle the 100,000-ton colliers most experts insist will carry the goods by the year 2000.

If Oregon finds the rewards of coal shipping worth the effort of dredging, both Astoria-area sites could be opened to "supercolliers" at a fraction of the cost of the Portland site, roughly 85 miles upriver.

Coos Bay's industrial site also would require minimum



Skipanon site

dredging, being 15 miles up the estuary. That channel is 35 feet deep, and the entrance channel 45 feet.

But neither Oregon coastal port has the kind of heavy-duty rail service which will be needed.

Here's how the Oregon sites compared:

— Portland's Rivergate site is about 100 acres, served by two railroads, the Union Pacific and Burlington Northern, though the latter line would have to lay connecting track. It has 40 feet of water. No filling would be required and maintenance dredging is minimal. The drawbacks are stringent air quality standards and the 40-foot-draft limit. Nonetheless, Church said, a coal terminal could be in place by 1983 and at full capacity by 1986.

— The East Skipanon site is 150 acres enclosed by a dike. It is served only by a Burlington Northern branch line, and that goes across an antiquated trestle which crosses Highway 101 on both sides of Youngs Bay. Some filling would be needed on the site, but natural scouring of the channel there provides water much deeper than the 40-foot channel authorized.

— Tongue Point is only 55 acres, but massive filling and acquisition of land to the south could expand that to more than 400 acres. The fill could come from spoil dredged from an access channel and turning basin, where there's only 30 feet of water now. Once in the river, depths down to 90 feet

occur naturally.

Tongue Point has the same problem with Burlington Northern branch line service as the Skipanon site, minus the need to renovate the old trestle. If both the "north site" and "south site" were developed, Tongue Point could reach a staggering annual "throughput" of 20-30 million tons of coal. That would be nearly 10 times the average of the standard-model coal terminal.

— Coos Bay's North Spit is just 50 acres, served by a spur of the Southern Pacific railroad. That line doesn't have direct access to coal mines, but connects with other carriers. The developer plans to mix high-grade Utah coal with the low-grade coal of Eden Ridge near Coos Bay. (Some experts expressed doubts that would be any more practical than the long haul from Montana other ports face.)

Most conference participants interviewed by The Daily Astorian after the presentations thought the Portland site attracted the keenest interest. Some expressed disappointment the Astoria sites didn't come off better.

But some got the message of Astoria's advantages. A spokesman for the Union Pacific, for example, said his railroad would jump at the chance to haul coal to Tongue Point.

Canasia cements coal option

By CHARLES KOCHER
Staff Writer

Coos Bay's coal deal became formal Tuesday as Canasia Coal Co. and the Port of Coos Bay exchanged signatures, checks and even coal at the regular port commission meeting.

For their part, Canasia officials gave the port \$50,000 in option money, promises that their development is "97 percent certain," and a 35-pound box of fireplace coal.

Port officials gave the coal promoters a two-year option to take up a 50-year lease on 35 acres of North Spit land, as well as authority to use \$40 million in industrial revenue bonding authority, giving Canasia's eventual financiers a tax-free interest income.

Canasia President Marvin Judd told the port commission last week's coal conference in Portland only confirmed his optimism about the Coos Bay project. Judd hopes to export both Coos County coal and coal from other states to the Far East.

"We don't feel we're in competition with Astoria or Portland," Judd told the port and a large interested audience. "If there's ever going to be a coal industry in the state of Oregon, it will be at Coos Bay because there's coal at Coos Bay."

Judd said the last stumbling block to proceeding with a feasibility study was financing, something the port could solve with the industrial bonding authority.

The firm has also added projects to its consideration, Judd said, hoping to build a coal processing plant at Coos Bay instead of at the proposed Eden Ridge mine. With a processing plant at the

port, Judd said he could at point of sale for processing, and even sell the waste products to cement firms.

In a coastal admitted his timetable of Judd's contract to provide coal to the signing power Co. has been slowed by Taiwan. If port facilities to ship coal, the lack of long-term contract to ship through the Port of Long Beach, Calif., his purchasers are hesitant to sign a long-term contract to purchase coal, he said.

"There's such a crunch for loading space, people are going to go out of their way to find a place to ship," he said. "The decision (on the placement of facilities) is going to be made by private industry. The decision is made; we're here. Because we have the coal here at Coos Bay we have the economic incentive to move now."

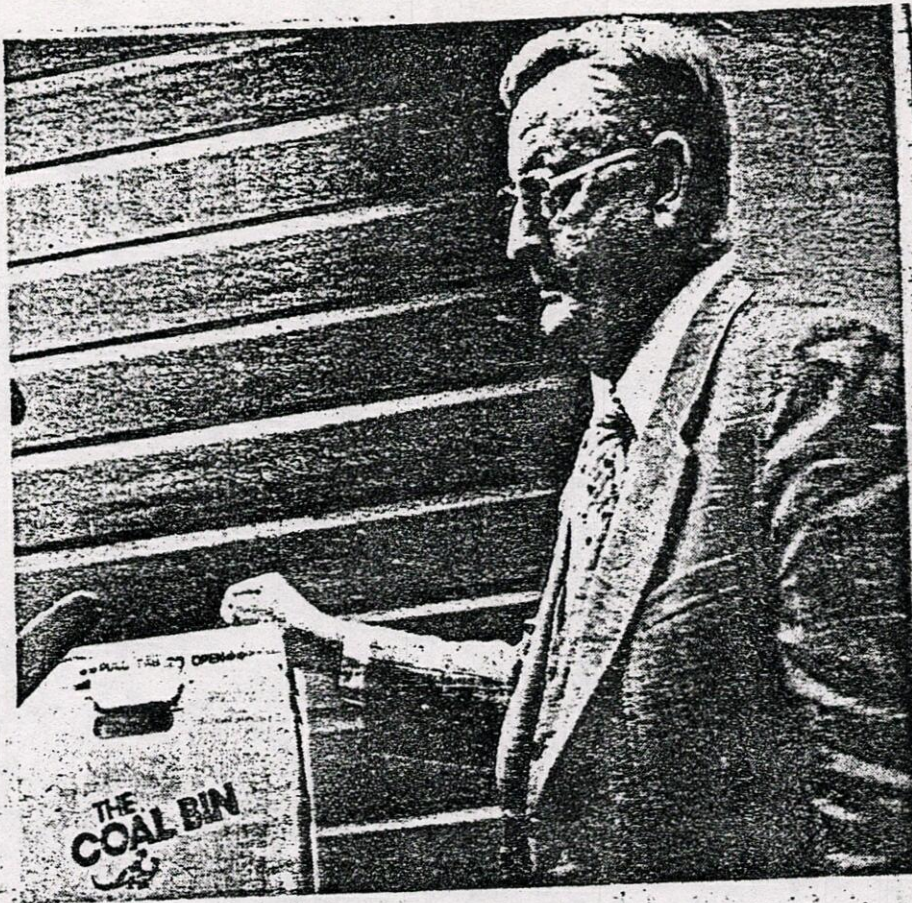
For his part, Canasia Chairman of the Board Shirl McArthur told the port it will take expertise like his to mine coal from underground at Eden Ridge. McArthur's

American Coal Co. operated up to seven Utah mines in the 1970s; he sold the firm's assets 18 months ago. McArthur also presented the port with the box of coal, marketed in grocery stores by one of his sons for home fireplace use.

Other North Spit topics took up much of the commission's four-hour public meeting Tuesday afternoon, including authorization to drill a water well for the new T-dock, discussions with fishermen and seafood processors over potential opera-

(Continued on Page 2)

THE WORLD - COOS BAY, OREGON
FEBRUARY 11, 1981
Wednesday



A 35-pound box of coal was Shirl McArthur's present to the Coos Bay Port Commission Tuesday as the formal work was completed on the Canasia Coal Co. option to lease 35 acres of North Spit

land. McArthur, chairman of the Canasia board, predicted the economic boom that has come to Utah communities can also arrive at Coos Bay. — World photo by Charles Kocher.

Canasia, CB port dealings formalized

(Continued from Page 1)

tions at the dock, and preparation for today's "scoping conference" with federal officials over concerns which will have to be addressed by the port before federal permission to build will be given.

Newly hired T-dock manager Bob Zartman told the commission he hopes to have the dock in full operation by March 15, two weeks ahead of the opening of the Oregon shrimp season. A schedule of poundage fees for using the dock is being developed, he said, and the port authorized a lease-purchase agreement for \$113,000 in equipment Tuesday.

Zartman promised to operate the dock 24 hours a day, seven days a week to meet the needs of fishermen. A special phone at his home along with a recording system will "fit in perfectly with the way (fishermen) do business."

Ben Cramer, manager of Charter Ocean Products, warned Zartman the

system better work. "It's really very simple," Cramer said. "If you're not there, we'll never go back."

Cramer also added that his firm will not decide whether to use the dock until the rate schedule can be compared with other options. The statement caused Commissioner Bruce Laird some concern, reminding Cramer that an earlier promise by Charter to use the dock helped lead the port to build the facility.

Cramer noted he was not with Charter at that time.

Port Administrator Steve Felkins complained the fishermen might be "painting us black before we've even given it a try."

"The real proof is going to be at the end of the year," Felkins said. "We're providing a service to allow processors to get a product ashore. The port's in a position to be very responsive to the fishing industry and make this thing go."



Do we need coal-loading terminal in Northwest?

Much of the public discussion I have seen so far on development of a major coal-loading terminal in Oregon has centered around where to locate it — the Port of Portland, the Port of Coos Bay or the Port of Astoria. All three sites have the access to navigable water and the railroads necessary to move large shipments of coal through the state. I'm sure that business and financial interests in each port are eagerly lobbying to have theirs become the first in the state to export coal.

TO THE BEST of my knowledge, however, no one has asked publicly whether it is in the state's and country's best interests to export our most abundant and least expensive energy resource, particularly at present uncompetitive export prices that make coal equivalent to \$13-a-barrel oil. It makes no sense.

I'd like to see that question answered before we move ahead with proposals to build a major coal-loading terminal in one of Oregon's ports.

The Philadelphia Inquirer assigned two reporters last year to examine America's oil crisis, and the information the newspaper uncovered is of interest here. The rush by Americans to export coal is illustrative of the paradoxical nature of our energy policy, the newspaper reported.

IN ITS SERIES published last December, the Inquirer reported, among other things, that at the same time the United States was importing foreign oil at an average price of \$33 a barrel, the government was encouraging the export of American coal, for the equivalent of \$13 a barrel. The disparity is even greater now, since OPEC raised its prices again after the series appeared.

The newspaper reported that coal exports in December were nearing the energy equivalent of a million barrels of oil a day, and the government wants to double that figure.

Not surprisingly, buyers in Asia and Europe are "eagerly snapping up" this cheap coal and substituting it for the high-priced oil they otherwise would have to buy from members of the Organization of Petroleum Exporting Countries (OPEC). Industrial and power plants in Europe are switching from oil to coal much faster than utilities and factories here.

TO ACCOMMODATE the surging foreign demand, the newspaper said, cities all along the Eastern Seaboard are planning either to enlarge or build new coal-loading terminals. In this regard, Oregon is a relative latecomer.

At a two-day "coal conference" this week in Portland, mine operators, railroad executives, bankers, developers and Pacific Rim representatives met to consider Oregon's proposal for a deep-draft coal port.

Representatives of industrialized Asian nations who were present estimated they would need 300 million tons of coal a year by the year 2000, one-third of that amount coming from the United States.

MUCH OF THE COAL destined for Asia would be mined in Utah and Wyoming and shipped from West Coast ports on bulk carriers capable of going through the Panama Canal. Once trade was firmly established, supercargo ships of 100,000 deadweight tons, requiring deep ports, would be added to haul Montana coal.

Officials in California are also exploring proposals to construct coal terminals in San Francisco Bay and Los Angeles-Long Beach. The Port of Kalama, Wash., already has signed a contract with an oil company and hopes to become the first West Coast coal export port.

I think it makes more sense to export coal to Asia than logs, if only because we have lots more coal. My big concern is that the coal be sold at competitive prices. That is, that it be marketed according to its equivalent value to a barrel of oil.

Our energy situation is sufficiently serious, I believe, that we cannot afford a recurrence of the American grain shipment to the Soviet Union several years back that resulted in higher domestic food prices.

Robert Pfohman is a Statesman-Journal editorial writer.

Check-off
list

188
total

ATTENDEES RESPONDING

file ^{Good} Coal
conf.

** lunch
Reserved seating
M- Meeting on Tues.

1. Adie, Ronald E.
Vice Pres. & Treasurer
Kaiser Resources Ltd.

** 2. Akiyama, Honōrubu.)
Sumitomo
Chicago

Anderson, Lloyd-Pop

3. Anderson, Sam
Staff-Trade & Econ.
Devel. Comm.

4. Astle, Dave *

Ore. PUC

Bach, Bill

5. Bader, Jerry *

VP

Swan Wooster

* Barer, Stan *

Burlington Northern

7. Bartl, Rainmar
Clatsop-Tillamook
Intergovernmental
Council

8. Bell, Bryan
VP
Rockey Marsh
Public Relations

9. Bell, Mr.
VP
Amer. Elec. Power

10. Bell, William G. Jr.
VP - Coal Transp.
Amer. Elec. Power

* 11. Bennewitz, G.A. Jr.
Market Director-Fuel
Denver & Rio Grande
Western RR

no meeting required

12. Bernstein, Joseph H.
Philipp Bros. (Div. of
Engelhard Minerals &
Chemical Corp.

** 13. Bishop, Don
Peter Kiewit Sons Inc.

** 14. Blackburn, Lowry
President
Amax Coal Co.

** 15. Bluck, Bill
CH2M Hill

Blunt, Beth
16. Boire, Ken
N. Pacific Div.
Corps of Engineers

17. Boskov, Steven
Canpotex

18. Bosworth, William
Sheridan Enterprises

* ** 19. Bowersmith, George
SOROS Assoc.

20. Boyce, Capt. Mitch
Columbia River Pilots

* ** 21. Bressler, Richard
President
Burlington Northern

22. Brinson, Ron
AAPA

* ** 23. Brooks, John R.
Dir. of Marketing
Rocky Mt. Energy Co.

* ** 24. Brown, David
Wyo-Ben, Inc.

* ** 25. Brownhill, Thomas E. *

Boardman Dev. Co.

26. Bullock, Richard
Senator
Senate Trade & Econ.
Dev. Committee

Buttice, Darrel

checked in
2-1 * * M

27. Caldwell, ^{Dave}~~Darel~~
Area Mgr.-Business Dev.
Morrison-Knudson
Carlson, Robert - Pop
28. Chrest, ^{Jim}~~Jim~~ - Pop
Represen.
House Trade & Econ.
Dev. Committee
Clements - R. Scott
29. Clagett, Bill or *
~~Sharp, Stanley~~
Oregon Voice of
Energy
30. Cooper, Ken
Corps of Engineers
31. Corbett, La Quita (Ms.)
Dick Springer (for Rep.)
D'Amico, Louis - Pop
32. Dean, Starla
Port of Astoria
- * * 33. DeButts, Tom
VP
Burlington Northern
34. DeLapa, Michael
CREST
35. Dole, Hollis (Mr.)
Lake Oswego
36. Drummond, Gerry (Mr.)
M NERCO
- * * 37. Edgar, Gordon M.
President
West Shore Terminal Ltd.
38. Exline, Rance
M VP - Marketing
NERCO
39. Farrington, Carl
McCall Oil
40. Fegles, Howard
Ore. PUC
Felkins, Steve
41. Fisher, Karel
Teknektron
42. Flannigan, Bob
Corps of Engineers
43. Frengle, Doug
Ore. Dept. of Econ. Dev.
Frank, Leonard - St. Helens
44. *Fleck, Murren - Coopers & Lybrand*
Friedmann, Peter
Senate Commerce Committee
- * * 45. Gambriel, David. H.
Peabody Coal Co.
- * * 46. Garson, Peter M.
Vice President - Sales
Amax Coal Co.
47. Geiger, Stan
Beak Consultants
- * * 48. Gilbert, Ralph *
Boardman Development Co.
49. Gimbel, Capt. J.
M Pacific, Atlantic & Gulf
Stevedores *MR. Robert N. Col*
50. Gimer, Curt *
Wash. Dept. of Commerce
checked 2/1/81
- * * 51. Gleason, Don
M Brae Corp.
- * * 52. Goodman, Roger
Manager, Marketing Dept.
Crows Nest Resources
- * * 53. ^G~~Gotshall~~, Ray E.
M Manager - Transportation
Old Ben Coal Co.
- * * 54. Gough, F.M.
Asst. Marketing Mgr.
Energy Resources
Union Pacific RR
Grover, Skip
55. ²⁻¹
Hague, Rick
Teknekron
56. Hamby, Jeanette
Rep. - House Trade & Econ.
Econ. Dev. Committee
- 56a. Habib, Amair *
Resources Planning Assoc.

Johnson Ken
Johnson Lee
Kawamura

* * 71a. Kawamura, Hajime, Mgr. Min. Dep
Toyomenka (America) Inc.

57. Hanlon, Charles
Senator

58. ~~Hanson, Fred~~
Hasler, Robert
Knappton Corp.

59. Heineman, Adam *
Corps of Engineers

* 60. Hertog, John
Burlington Northern
checked in 2/1/81

61. Hickert, Jim
Ortner Freight Car Co.

* 62. Hiroe, Iaso (Mr.)
Managing Director
Energy Division
Marubeni Corp.

63. ~~Hjort, Tom~~
Holbrook, Ray
Brady Hamilton Stevedore
Co.

64. Holmes-Graff, Peter
Coos, Curry & Douglas
Economic Improve. Assn.

* * 65. ~~Hoover, Nancy~~
Hoyt, Mr.
VP
A. & T. Massey Coal Co.
checked in 2/1/81

66. Huxtable, Frank
Maritime Admin.
Regional Director

* 67. Imamura, Yoshihuro
Consul General of Japan

* 68. Iwashita, Shinichi
Toyomenka Canada

69. Iwasaki, Christie *
Bank of Tokyo-p.m. only

70. James, Mr.
ORBA

71. Jernstedt, Ken
Senator
Senate Trade & Econ.
Develop. Committee

* 71.a James, Tom
Parsons Brinkerhoff

* * 72. Jordon, Joe
Morrison Knudsen

73. Jubitz, Ray
Crowley Maritime

74. Kaku, Toskiaki (Mr.)
Ube Industries, Ltd.

* * 75. Kanza^hki, Toshimitsu
Dorchester Coal

* * 76. Karl, Mike
Burlington Northern
Kava, Tim - Southern
77. Kent, Richard C.
Kent Associates
Geologic Consultants

* * 78. Kirkyla, Victor
Parsons Brinkerhoff

* * 79. Koch, L. Dean (Mr.)
General Mgr. - Coal
Kaiser Aluminum Internatl.
checked in 2/1/81

* * 80. Kriegel, Mr.
Ogden Corp.

* * 81. Kybota, S. (Mr.)
Toyomenka (America) Inc.

* * 82. Kurata, George
Mitsui & Co., U.S. Inc.

83. Kurkright, Larry *
Assoc. Resource Analysts

* * 84. Lacy, Gordon, Macy
Morrison Knudsen
2-1 M

+2
85. Lahmann, Leslie
Div. of Govtal Affairs
NERCO
X M

* * 86. Leach, A.S. (Mr.)
President
Thunder Bay Terminals Ltd.
M

* * 87. Locke, C. Joseph *
Boardman Develop. Co.

* * 87a, Judd, Marvin, Donna L., Mike
b,c Canasia Coal Co.
M

87d Kienlen, T. W.
Coal Industry News - Press

88. Lucas, Barbara ^{*}
League of Women Voters
- *** 89. *M* McArthur, Shirl
Canasia Coal Co.
- *** 90. McCarthy, Tim ^{*}
Old King Coal
- " 91. McCoy, Mike
Getty Oil, Inc.
- " 92. McFarland, Gary
Sunoco, Energy Dev. Co.
- " 93. Martin, Rosemarie
Crows Nest Resources
- " 94. Matthies, Peter
VP - Coal
N.W. Energy Resources
95. ~~Maudlin, Betty~~ *George Mead*
Meigs, Gilbert *M. Long Affairs*
STRAAM *checked on 2/1/81*
96. Miller, James R. ^{*}
97. Mitchell, Wayne ^{*}
Swan Wooster
- *** 98. *M* Mizusaki, Mr.
Marubeni Cirp.
99. Moore, Barry
M Western Transportation
- checked M* 100. Morinaga, Roy
Asst. Genl. Mgr.-Coal Dept.
Marubeni Corp. *checked on 2/1/81 M*
- checked M* 101. Morrison, Bob
Trans-Orient Trading Cor. *checked on 2/1/81 M*
- *** 102. Murphy, Russell A.
Rocky Mtn. Energy Co.
103. Ogden Beeman & Assoc.
Portland
104. Nelson, L.L.
United Transpor. Union
105. Nemechek, Jim
Ore. Dept. of Ec. Dev.
106. Neumeister, Robert
CH2M Hill
- *** 107. Nishikata, Masanao (Hon.)
Consul General
Consulate General of Japan
- *** 108. Nishimura, Y. (Mr.)
VP
Sumitomo Corp. of America
Norwood, Peter - Pop
- *** 109. *checked in* Okajima, Y.
Asst. Gen. Mgr. of Energy
Marubeni Corp.
cell, G
Oliver, Bob
- *** 110. *checked on 2/1/81* Onoda, S.
Manager
Industrial Bank of Japan, Ltd.
Ostley, Bruce - PGE
- *** 111. *checked in* Odani, Y.
Long Term Credit Bank of Japan
112. Owens, Tom
Manager-Fuel Opera.
Portland General Electric
Parks, G. Johnny
113. *M* Poindexter, Charles
Potter, Seth
Dant & Russell
Warrenton Lumber.
Potter, Seth. Dant & Russell
- *** 114. Presley, C. Joseph
President
Westmoreland Resources Inc.
115. *checked M* Price, Jim
Flask, Paul *Huff*
Shearer, Gary
Rust Engineering
118. Price, Joe ^{*} - Press
Coal Observer
- *** 119. ^{*} Ralph, Bill
Old King Coal
120. Rim, Leong Nam, Mr.
Executive Director
The Lotte Group
Rogers, Harvey
Edss, Fern *Swan Wooster*
121. Rotunno, Ralph
Market Research
122. Rybock, Jim
Fugro Northwest

- | | | | |
|------|--|------|--|
| 123. | Sakamoto, Noboru (Mr.)
Sr. VP
Nissho-Iwai America Corp. | 139. | Turnbull, David
Peabody Coal Co. |
| 124. | Schelley, George
St. Helen's Rep. + 1 | 140. | Turrell, Brian Capt.
Jones, Clayton
Jones Oregon Stevedoring Co. |
| 125. | Schu, Dr.
President
Taiwan Power | 141. | Thompson, Claude
Parsons Brinkerhoff |
| 126. | Schwandt, Wayne
Port of Morrow
self. Ken
Seton, Alar | 142. | Ulveling, Roger A.
VP - Govt. Affairs
PRI |
| 127. | Sharar, Rudy
Anaconda Copper Co.
checked - Shannon, Roger - Astoria | 143. | Vagt, Bob
Frink, Leonard
Port of St. Helens |
| 128. | Sheahorn, Will
Brady-Hamilton | 144. | Van Mell, Richard
VP - Planning
GATX Terminals Corp. |
| 129. | Sheets, Robert W.
Kanematsu-Gosho U.S. Inc. | 145. | Verstraete, Jim
Burlington Northern |
| 130. | Shioiri, Yutaka (Mr.)
Manager
Nissho - Iwai America Corp. | 146. | Vincent, Paul
Senate Commerce Committee |
| 131. | Singer, Mark
Consul General of
Japan's office | 147. | Vitale, Alan
Asst. To Pres.
Dorchester Coal Co. |
| 132. | Sipling, Phillip V.
Mgr.-Market Research
Arco Coal Co. | 148. | Waldkirch, Mary Sue
West. Gov. Policy Office |
| 133. | Smith, Lonnie
for Rep. Whelan, Lindquist | 149. | Wandke, Mr.
Dorchester Coal. Co. |
| 134. | Sneddon, Jerry L
Director, Proj. Dev.
Morrison-Knudsen | 150. | Warner, D.G.
President
Carter Mining Co. |
| 135. | Steward, Howard
Community Dynamics
Surrett, John, Luv | 151. | Welch, Ed
Theo. Barry & Assoc. |
| 136. | Sutherland, Wayne
Morrison Knudson | 152. | Whipple, Bryan
Plex. Div.
PLM Rail Trans. Co. |
| 137. | Takado, Yoshitaka (Mr.)
Mgr. - Trading Dept.
Sumitomo Corp. of America | 153. | Whitemore, James Jr.
Atlas Steamship N.W. |
| 138. | Trachsel, Jack
VP - Marketing
Riedel International | 154. | White Steve
Rust Engineering |
| | | 155. | Williams, Pina |

156. Wimer, Rod
Geologist
PGE
157. Woodfield, ED
Shaver Transportation Co.
- *158. Yamagishi, Mr. a.m. only
Bank of Tokyo
- *159. Yamamoto, H. Mr.
Toyomenka (America) Inc.
160. Yih, Mae
House Committee on Trade
& Econ. Dev.
- *161. Young, Bob
Exxon Coal USA
- *162. Yatabe, Mr. p.m. only
Bank of Tokyo
- " 163. Yukizawa, A.
Marubeni
- " 164. Zimmerman, Bill
Utah International

ADDITIONS

Kava, Tim + 3 people
Mgr.-Trainload & Contract
Pricing
South. Pacific Transport. Co.

Col. Connell
Corp of Engineers

Burnett, Howard
VP
Union Pacific

Port of Coos Bay
5 people

Port of Astoria
3 people

Dominguez, J.K.
SGS Control Services

Naumann, Peggy *
Bank of Toyko

O'Rourke, Larry *
Lower Columbia River
Task Force

Redlinger, Jake *
Corps of Engineers

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*file
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